REGWAY/RAYMOND BORDER CROSSING STUDY

1998 REPORT

Saskatchewan Highways and Transportation
Transportation Policy Branch
Intergovernmental Affairs Unit

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Prepared for

Saskatchewan Highways and Transportation
and
Montana Department of Transportation

Prepared by

Saskatchewan Highways and Transportation
Transportation Policy Branch
Intergovernmental Affairs Unit

May 1999

SUMMARY

Saskatchewan Highways and Transportation and Montana Department of Transportation are committed to an ongoing study of international commercial truck traffic at the Port of Regway/Raymond. The first survey period commenced in April of 1998 with the last survey period expected to be October of 1999. Information from this study is intended to provide both Departments with sufficient details to make important decisions regarding infrastructure and policy planning, future upgrades, and the harmonization of trucking regulations.

Truck operators are surveyed on-site at Canada and United States Customs at the port. The 1998 (plus January of 1999) surveys yielded a total sample size of 378, comprised of 216 southbound trucks and 162 northbound trucks. These sample sizes provide reliable statistics for directional traffic, truck characteristics, route information, and commodity trends at the 95% confidence level with a 5% to 8% margin of error.

The main results extracted from the 1998 aggregate database are listed and briefly described below.

- 57% of all trucks surveyed were southbound; the remaining 43% were northbound
- Most trucks were 5- and 6-axle semi trailer configurations, combining for a total of 48% of all trucks surveyed (37% and 11%, respectively)
- Collectively, Montana , North Dakota, and Saskatchewan comprise 73% of all vehicle registration locations
- Truck operators' gross vehicle weight (GVW) estimations resulted in an overall average GVW of 80,000 lb
- 89% of southbound trucks and 27% of northbound trucks were loaded; 11% southbound and 73% northbound were empty
- 89% of trucks originating in Montana destined to Saskatchewan were empty – these trucks were en route for back hauling purposes
- International commercial truck traffic via Regway/Raymond frequents the following principal routes in Saskatchewan the most: #6, #39, Trans-Canada (#1), and #11; and the following principal routes in Montana: State highways 16, 5, & 59, Interstate 94 and U.S. Route 2
- Most northbound trucks originate in Montana or North Dakota with Saskatchewan as their primary destination; likewise, most southbound trucks originate in Saskatchewan with Montana or North Dakota as *their* primary destination
- Oil and gas extracts, manufactured chemicals, manufactured machinery, and miscellaneous goods were the primary commodities from Montana/United States to Saskatchewan/Canada
- Petroleum products (gasoline and diesel), manufactured chemicals (fertilizer), and oil & gas extracts (propane and crude oil) were the primary commodities from Saskatchewan/Canada to Montana/United States

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REGWAY/RAYMOND BORDER CROSSING STUDY

1998 REPORT

1.0 INTRODUCTION

1.1 Project Management

The Grain and Rail Unit within Saskatchewan Highways and Transportation initially managed the Regway/Raymond Border Crossing Study. In January of 1999 it was transferred to the Transportation Policy Branch and is currently managed by the Intergovernmental Affairs Unit.

1.2 Purpose

The immediate objective of this project is to identify which principal arterial routes via Regway/Raymond are most utilized by international commercial truck traffic. A concurrent immediate objective is to identify truck characteristics, traffic patterns, and trends in commodity trading. The longer-term objective for both Saskatchewan and Montana is to use this information for purposes of infrastructure and policy planning, future upgrades, and harmonizing trucking regulations.

1.3 Scope

Our report will

- Provide background information.
- Describe the methodology used to obtain and manage the survey data.
- Identify and analyze specific trends in the form of illustrative charts and maps.
- Identify and discuss trends in commodity trading.
- Identify and discuss the principal arterial routes used in both Saskatchewan and Montana.
- Discuss all database query results.
- Discuss Canada and United States Customs information.

2.0 BACKGROUND

2.1 Schedule and Location

The commencement of this study was initially set for January of 1998, however, both Departments were unable to schedule a mutually convenient date during this month. Therefore, the expected duration of this study is twenty (20) months (rather than the full two (2) years as originally planned). The first survey period commenced in April of 1998 and will end with the last survey period in October 1999.

Because of the circumstances mentioned above, we appended the survey period from January of *1999* to the three (3) 1998 survey periods in order to generate a twelve (12) month ("1998") aggregate database and thus *increase* the survey sample size (to *reduce* statistical error margins). The results contained within our 1998 report were extracted from this aggregate database.

All surveys are conducted on-site at Canada and United States Customs at the Regway/Raymond border crossing.

The following are the surveys conducted to date:

***1998* Surveys**

- **Spring Survey**

Tuesday, April 28	8:00 a.m. to 8:00 p.m.
Wednesday, April 29	8:00 a.m. to 8:00 p.m.

- **Summer Survey**

Thursday, July 23	8:00 a.m. to 8:00 p.m.
Friday, July 24	8:00 a.m. to 8:00 p.m.

- **Autumn Survey**

Monday, October 5	8:00 a.m. to 8:00 p.m.
Tuesday, October 6	8:00 a.m. to 8:00 p.m.

Note: the above 1998 surveys yielded a total sample size of 286.

***1999* Surveys**

- **Winter Survey**

Wednesday, January 20	8:00 a.m. to 8:00 p.m.
Thursday, January 21	8:00 a.m. to 8:00 p.m.

Note: the January of 1999 survey period yielded a total sample size of 92.

- **Spring Survey**

Tuesday, April 6	8:00 a.m. to 8:00 p.m.
Wednesday, April 7	8:00 a.m. to 8:00 p.m.

2.2 Sample Size

The total sample size for the 1998 aggregate database is 378, comprised of 216 southbound trucks and 162 northbound trucks. These sample sizes provide reliable statistics for overall truck characteristics, directional traffic, and commodity trends at the 95% confidence level with a 5% to 8% margin of error.

Note: we recommend care be exercised when making inferences regarding trips originating in Saskatchewan and destined for Montana (Figures 9 & 19, where $N = 96$) as well as trips originating in Montana and destined for Saskatchewan (Figures 6 & 18, where $N = 85$). Because of these small sample sizes, the margin of error is 10% to 11% at the 95% confidence level.

2.3 Existing Documents

A semi-annual report released in August of 1998 was based on the 1998 spring and summer surveys. The analyses and discussion contained within this report were based on 210 samples. A third (3^{rd}) quarter report released in November of 1998 was based on a (small) sample size of seventy-six (76) autumn surveys. The discussion in this report was not an *aggregate* analysis; it was more of a comparative *seasonal* analysis. Results and trends in our 1998 report are based on a four-season *aggregate database* and are consistent with those discussed in the semi-annual report.

2.4 Report Organization

The analyses and discussion for our report will be presented in the same sequence in which the questions appear on the origin/destination survey form. A copy of this form appears as **Appendix A**.

3.0 METHODOLGY

Saskatchewan Highways and Transportation officials surveyed all northbound truck traffic while Montana Department of Transportation officials surveyed all southbound truck traffic.

Saskatchewan Highways and Transportation agreed to manage all survey data. The hard copies of the survey questionnaires were entered into an electronic database (MS Access) via a

customized data entry program. We subsequently queried this database to identify 1998 trends and other specific information pertinent to this study. The query results comprise **Section 4.0** of our report.

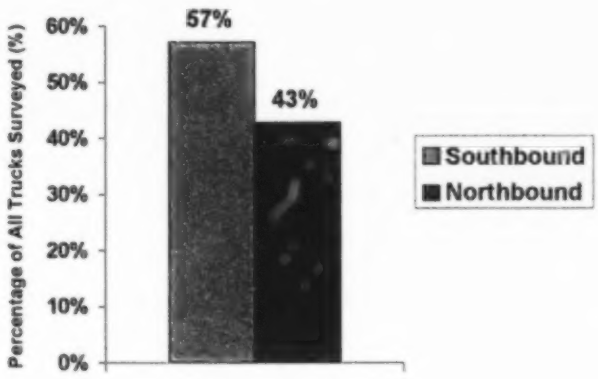
We performed structured query language (SQL) queries within MapInfo Professional 5.0 (mapping software) to identify and analyze principal arterial routes. These query results appear as thematic maps in **Section 4.6**.

4.0 DISCUSSION

4.1 Traffic Direction

The traffic direction of all trucks surveyed is illustrated in **Figure 1** below. Of the 378 surveyed trucks, 216 (57%) had southbound destinations; 162 (43%) had northbound destinations.

Figure 1 Traffic Direction

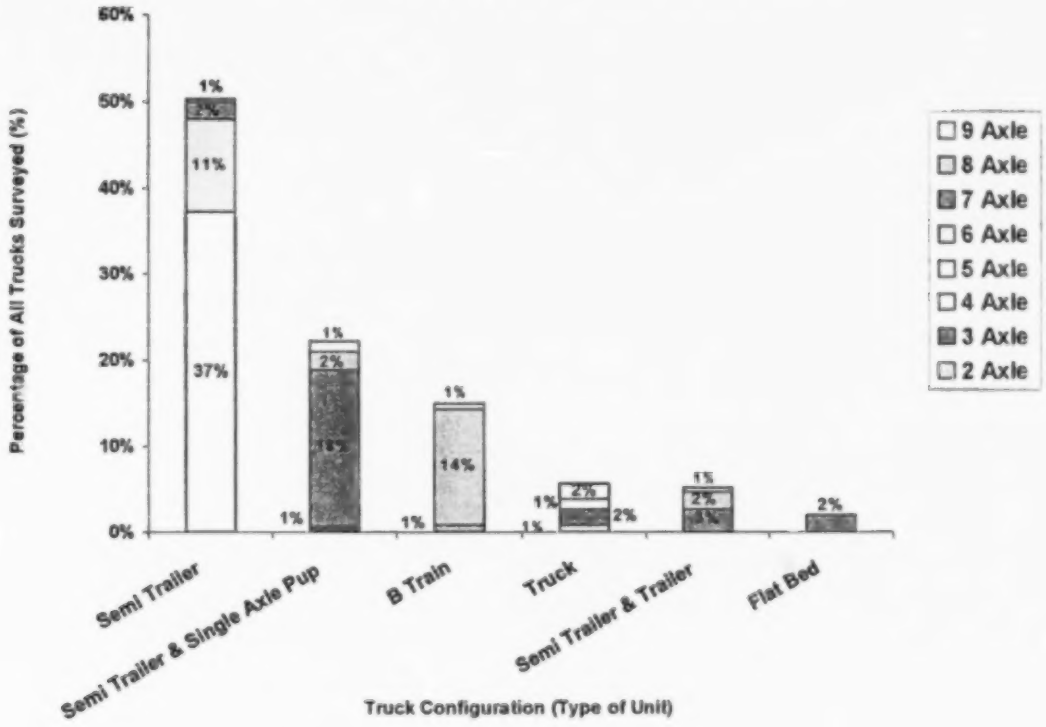


4.2 Vehicle Information

4.2.0 Truck Configuration

The most common truck configurations were the *5*- and *6*-axle semi trailer units – accounting for a total of 48% of all trucks surveyed. (7- and 8-axle) semi trailer units *with single axle pups* were a distant second, comprising 20% of all trucks surveyed. **Figure 2 on page 5** illustrates all truck configurations and their relative percentages by number of axles.

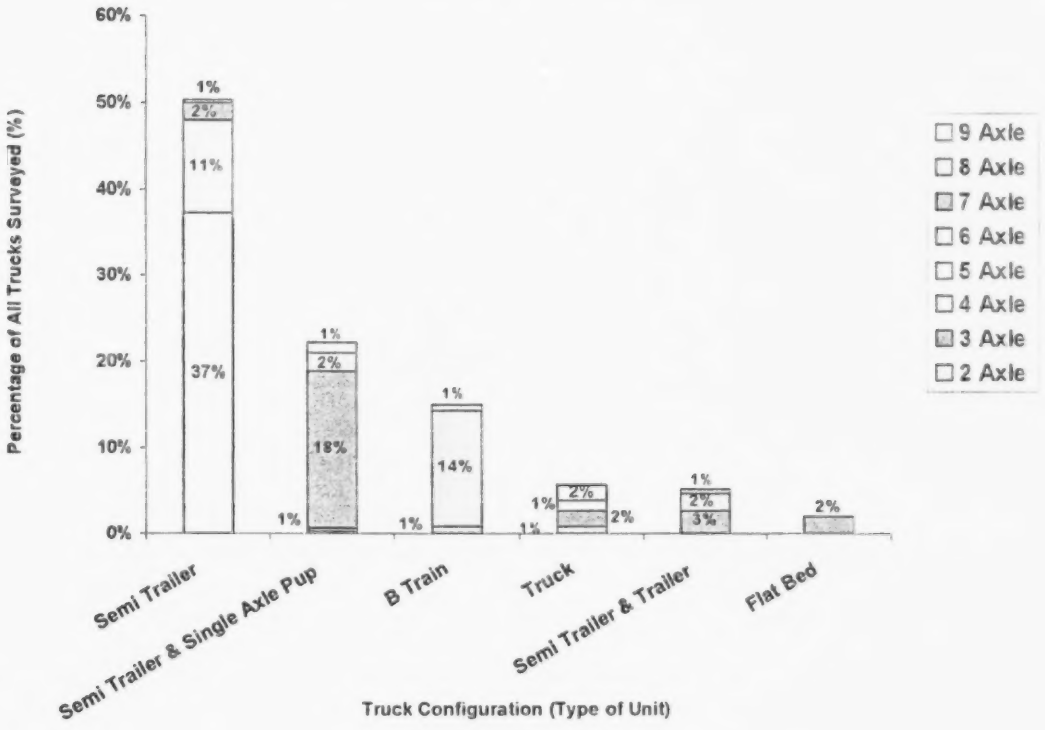
Figure 2 Truck Configuration



4.2.1 Vehicle Registration

Commercial trucks/trailers may be registered in more than one province or state; in these cases, surveyors recorded only the main plate. The most common states and provinces of registration are illustrated in **Figure 3 on page 6**. Montana (31%), North Dakota (23%), Saskatchewan (19%), and Alberta (10%) account for a total of eighty-three (83%) percent of all vehicle registration locations.

Figure 2 Truck Configuration



4.2.1 Vehicle Registration

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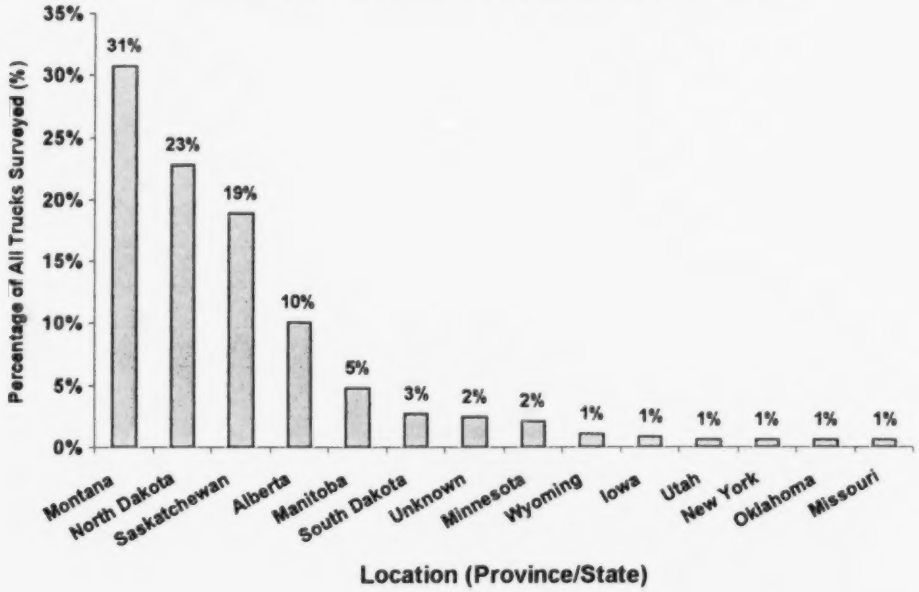
Figure 3 Location of Vehicle Registration



4.2.2 Gross Vehicle Weight (GVW)

Without the use of on-site weigh scales at Customs we cannot provide an accurate detailed analysis of GVW. That is, most GVW's reported by truck operators were rough estimations. Therefore, we do not have sufficient confidence that this data is representative. The following numbers are based on the truck operators' estimations: maximum reported GVW = 150,000 lb, minimum reported GVW = 1,700 lb, overall average GVW = 80,000 lb.

4.3 Commodity Information

4.3.0 Overall Loaded/Empty Status

Of the 216 southbound trucks surveyed, 193 (89%) were loaded; 23 (11%) were empty. Of the 162 northbound trucks surveyed, 43 (27%) were loaded; 119 (73%) were empty.

4.3.1 Commodities

The commodity classifications used in the following analyses and discussion are based on the North American Industry Classification System (NAICS). This commodity classification structure appears as **Appendix B**.

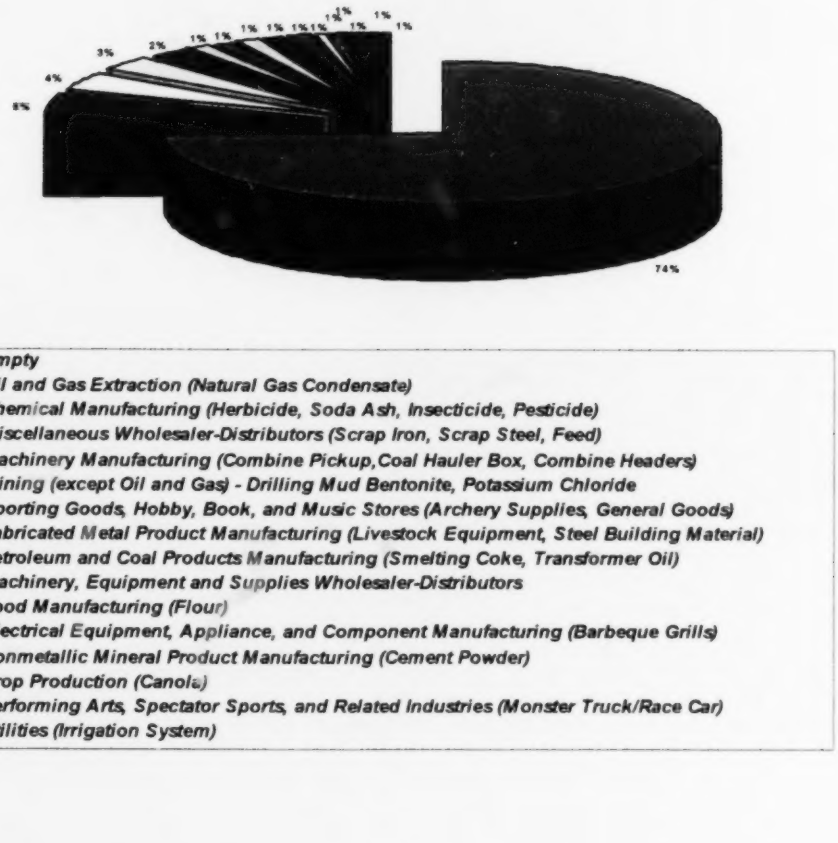
Note: in addition to illustrating commodity trading, the figures in Sections 4.3.2 and 4.3.3 also include percentages of *empty* trucks. These empty units were primarily en route to specific

destinations for *back hauling* purposes. We define back hauling as travelling empty/loaded along a specific route and subsequently returning *with a load* via the *same* route.

4.3.2 Northbound Commodities

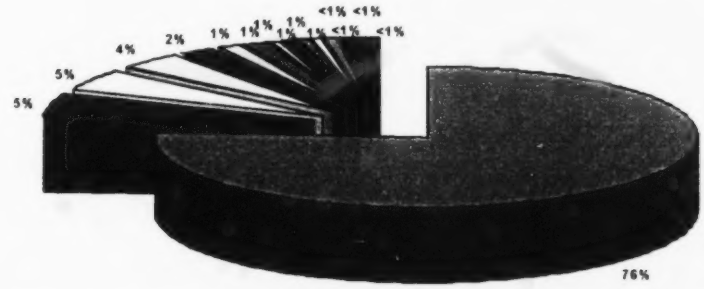
Figure 4 below illustrates that the vast majority (74%) of trucks destined to Canada were empty (en route for back hauling purposes). The top three (3) commodities entering Canada via Regway/Raymond were natural gas "condensate" (6%), soda ash & farm chemicals (4%), and miscellaneous goods – scrap iron/steel (3%).

Figure 4 U.S. Commodities Destined to Canada


Empty
Oil and Gas Extraction (Natural Gas Condensate)
Chemical Manufacturing (Herbicide, Soda Ash, Insecticide, Pesticide)
Miscellaneous Wholesaler-Distributors (Scrap Iron, Scrap Steel, Feed)
Machinery Manufacturing (Combine Pickup,Coal Hauler Box, Combine Headers)
Mining (except Oil and Gas) - Drilling Mud Bentonite, Potassium Chloride
Sporting Goods, Hobby, Book, and Music Stores (Archery Supplies, General Goods)
Fabricated Metal Product Manufacturing (Livestock Equipment, Steel Building Material)
Petroleum and Coal Products Manufacturing (Smelting Coke, Transformer Oil)
Machinery, Equipment and Supplies Wholesaler-Distributors
Food Manufacturing (Flour)
Electrical Equipment, Appliance, and Component Manufacturing (Barbeque Grills)
Nonmetallic Mineral Product Manufacturing (Cement Powder)
Crop Production (Canola)
Performing Arts, Spectator Sports, and Related Industries (Monster Truck/Race Car)
Utilities (Irrigation System)
74%

Likewise, the majority (76%) of trucks destined to *Saskatchewan* from the United States were empty. The top three (3) commodities were natural gas "condensate" (5%), manufactured chemicals (5%), and manufactured machinery (4%) as illustrated in **Figure 5 on page 8**.

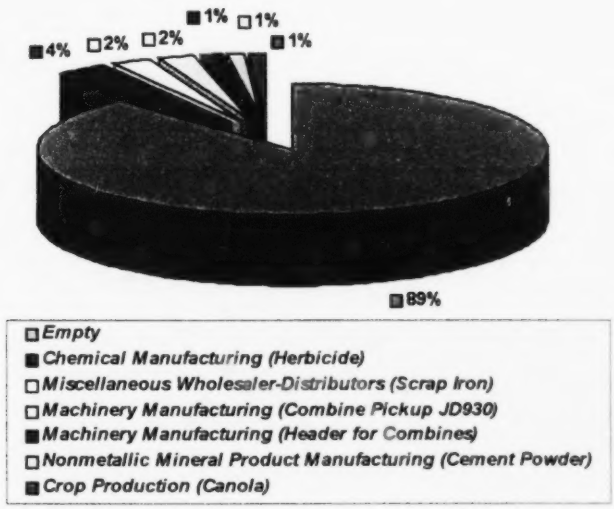
Figure 5 U.S. Commodities Destined to Saskatchewan



- Empty
- Oil and Gas Extraction (Natural Gas Condensate)
- Chemical Manufacturing (Herbicide, Soda Ash, Pesticide, Insecticide)
- Machinery Manufacturing (Combine Pickup, Combine Headers, Coal Hauler Box)
- Miscellaneous Wholesaler-Distributors (Scrap Iron, Scrap Steel, Feed)
- Mining (except Oil and Gas) - Drilling Mud Bentonite, Potassium Chloride)
- Machinery, Equipment and Supplies Wholesaler-Distributors
- Sporting Goods, Hobby, Book, and Music Stores (Archery Supplies)
- Crop Production (Canola)
- Nonmetallic Mineral Product Manufacturing (Cement Powder)
- Food Manufacturing (Flour)
- Fabricated Metal Product Manufacturing (Steel Building Material)
- Petroleum and Coal Products Manufacturing (Transformer Oil)
- Utilities (Irrigation System)
- Performing Arts, Spectator Sports, and Related Industries (Monster Truck/Race Car)

Eighty-nine percent (89%) of trucks originating in Montana and destined to Saskatchewan were empty. **Figure 6 on page 9** illustrates the loaded/empty status. The top three (3) commodities were as follows: manufactured chemicals (4%), miscellaneous goods (2%), and manufactured machinery (2%).

Figure 6 Montana Commodities Destined to Saskatchewan



4.3.3 Southbound Commodities

Figure 7 on page 10 illustrates the types of commodities entering the United States from Canada via the Regway/Raymond border crossing. The top three were gasoline & diesel (25%) originating mostly in Regina, fertilizers (mostly urea from Belle Plaine) and other manufactured chemicals (18%), and mining products – potash, potassium, & peat moss (16%).

Figure 7 Canadian Commodities Destined to the U.S.

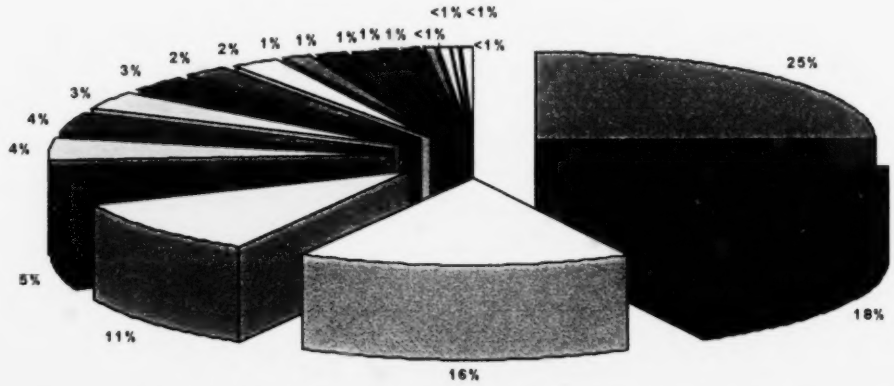
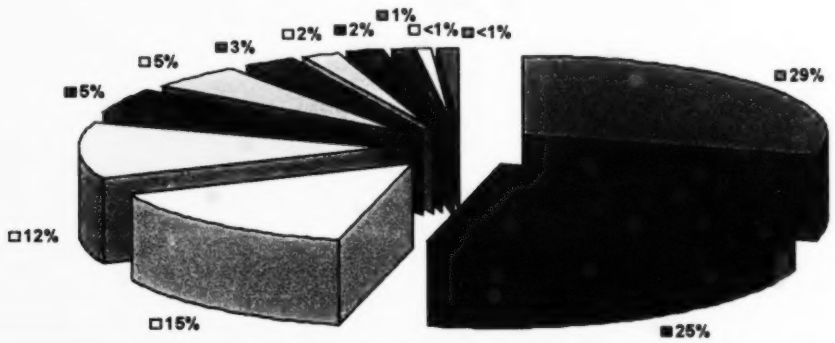

<1% <1%
<1% 1% 1% 1% 1% 2% 2% 3%
<1%
25%
3%
4%
4%
5%
11%
16%
18%
Petroleum and Coal Products Manufacturing (Gasoline and Diesel)
Chemical Manufacturing (Urea and other fertilizers, Ammonium Nitrate, Charcoal, Anhydrous Ammonia)
Mining (except Oil and Gas) - Potash, Potassium, Peat Moss
Empty
Oil and Gas Extraction (Propane, Crude Oil)
Miscellaneous Wholesaler-Distributors (Hay, Scrap Iron, Seed)
Primary Metal Manufacturing (Electrical Cables and Wire, Steel Wheels)
Wood Product Manufacturing (Lumber, Particle Board, Pallets, Wafer Board, Oars)
Animal Production (Cattle)
Chemical Manufacturing (Liquid Nitrogen, Liquid Oxygen)
Crop Production (Peas, Oats, Lentils, Canola, Garbanzo Beans)
Food Manufacturing (Cattle Feed Mix, Liquid Cattle Feed, Canola Meal)
Paper Manufacturing (Paper, Computer Paper, Cardboard)
Machinery, Equipment and Supplies Wholesaler-Distributors (Truck/Farm Equipment)
Plastics and Rubber Products Manufacturing (Plastic, Plastic Containers)
Building Material and Supplies Wholesaler-Distributors (Lumber)
Transportation Equipment Manufacturing (Fiberglass Truck Caps)
Fabricated Metal Product Manufacturing (Fence Posts)
Chemical Manufacturing (Auger Parts)
Electrical Equipment, Appliance, and Component Manufacturing (Telephone Wire)

Figure 8 on page 11 illustrates Canadian commodities destined to Montana. The top three were gasoline & diesel (29%), manufactured chemicals (25%), and oil and gas extracts – propane & crude oil (12%).

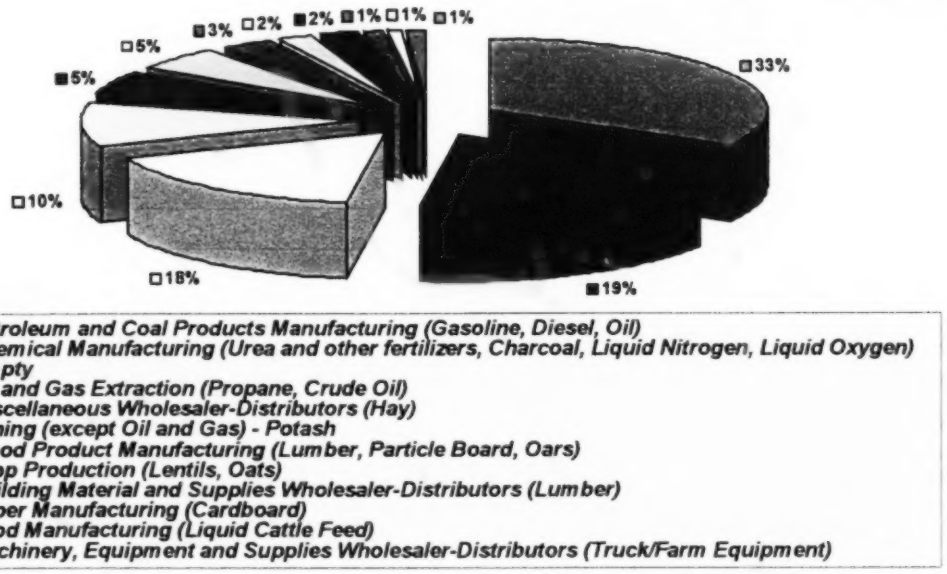
Figure 8 Canadian Commodities Destined to Montana



- Petroleum and Coal Products Manufacturing (Gasoline, Diesel, Oil)
- Chemical Manufacturing (Urea and other fertilizers, Charcoal, Liquid Nitrogen, Liquid Oxygen)
- Empty
- Oil and Gas Extraction (Propane, Crude Oil)
- Miscellaneous Wholesaler-Distributors (Hay)
- Mining (except Oil and Gas) - Potash
- Wood Product Manufacturing (Lumber, Particle Board, Oars)
- Crop Production (Lentils, Oats)
- Building Material and Supplies Wholesaler-Distributors (Lumber)
- Food Manufacturing (Liquid Cattle Feed)
- Machinery, Equipment and Supplies Wholesaler-Distributors (Truck/Farm Equipment)
- Paper Manufacturing (Cardboard)

Commodities originating in Saskatchewan and destined for Montana are illustrated in **Figure 9** below. The most common commodities were gasoline & diesel (33%), manufactured chemicals (19%), and oil & gas extracts (10%).

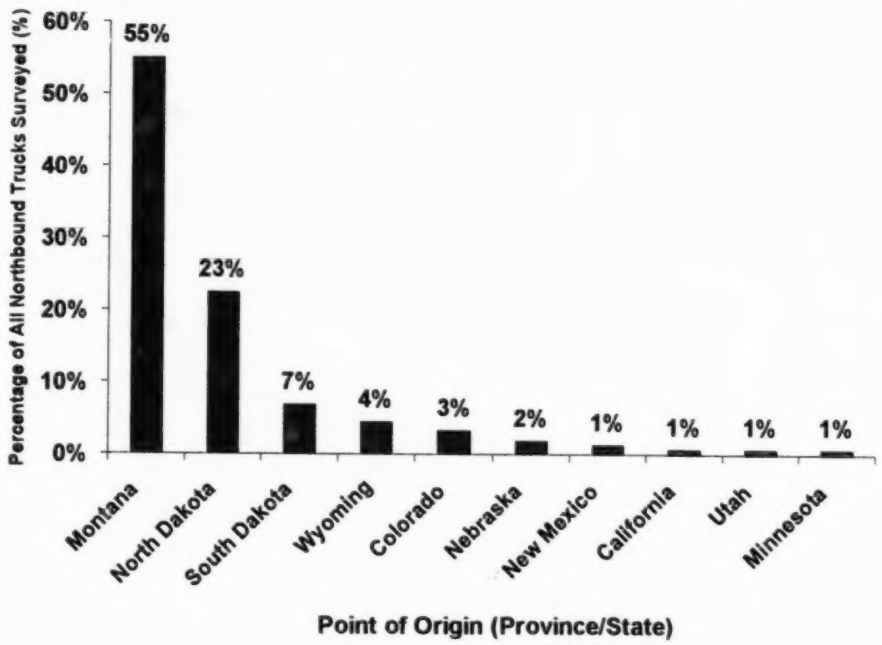
Figure 9 Saskatchewan Commodities Destined to Montana



4.4 Travel Information - Origins and Destinations

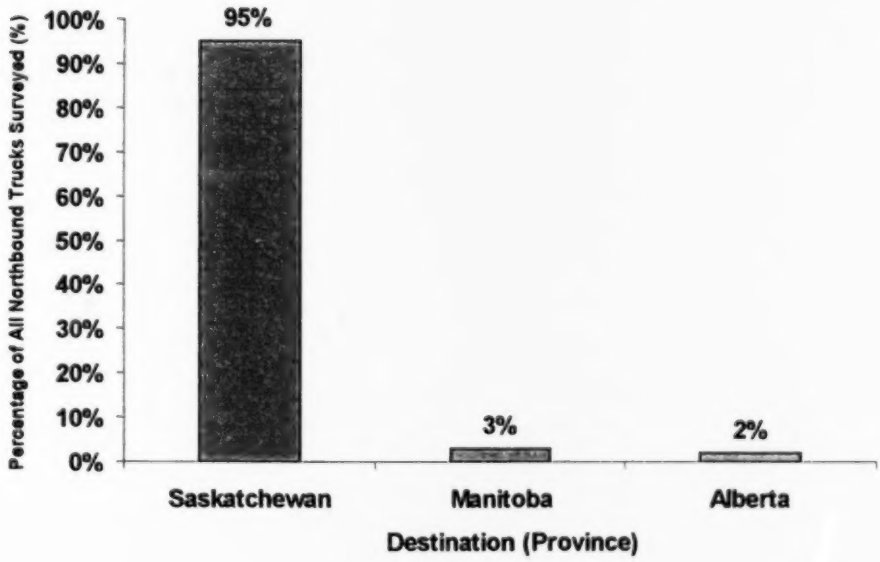
The top ten origins of *northbound* traffic are illustrated in **Figure 10 on page 13**. Eighty-five percent (85%) of all truck traffic destined north to and/or through Saskatchewan *originated* in Montana (55%), North Dakota (23%), and South Dakota (7%).

Figure 10 Top Ten Origins of Northbound Traffic



Saskatchewan (95%) was the primary destination of all northbound traffic; Manitoba (3%) and Alberta (2%) comprise the remaining five percent (5%) as illustrated in **Figure 11 on page 14**.

Figure 11 Destinations of Northbound Traffic



One hundred percent (100%) of truck traffic destined south to and/or through Montana originated from three western Canadian provinces – Saskatchewan (91%), Alberta (5%), and Manitoba (4%). This traffic was primarily destined to Montana (48%), North Dakota (23%), and South Dakota (6%). **Figures 12 and 13 on page 15** illustrate the southbound origins and top ten southbound destinations.

Figure 12 Origins of Southbound Traffic

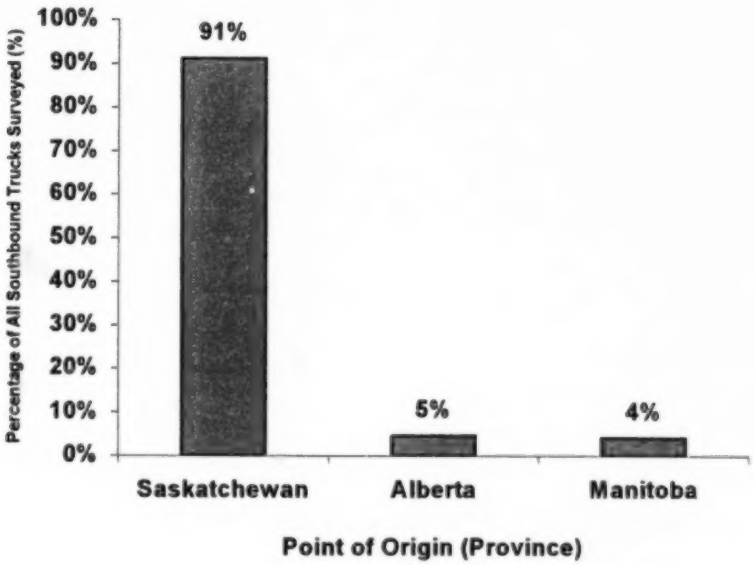
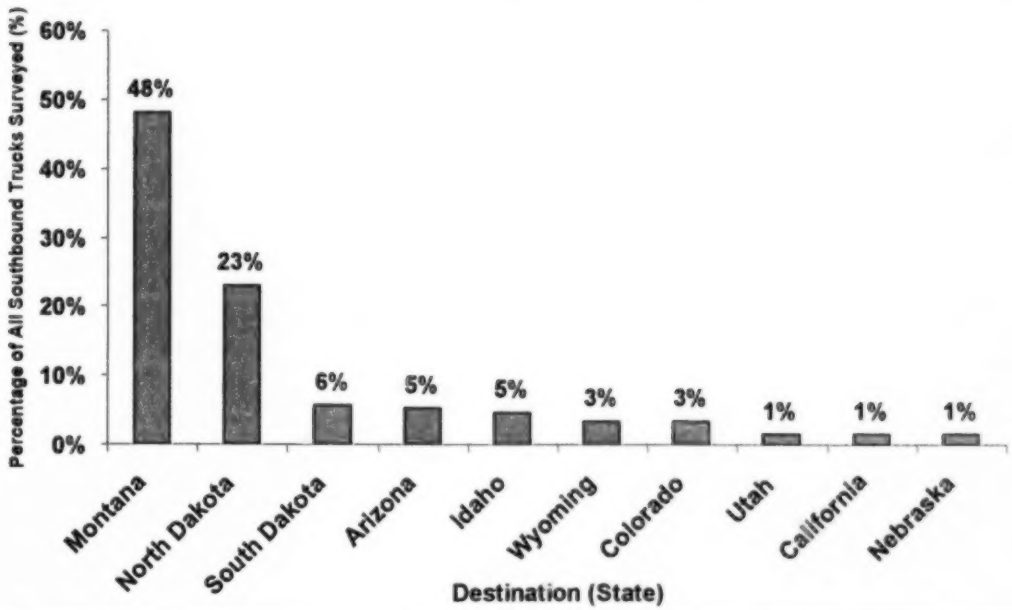


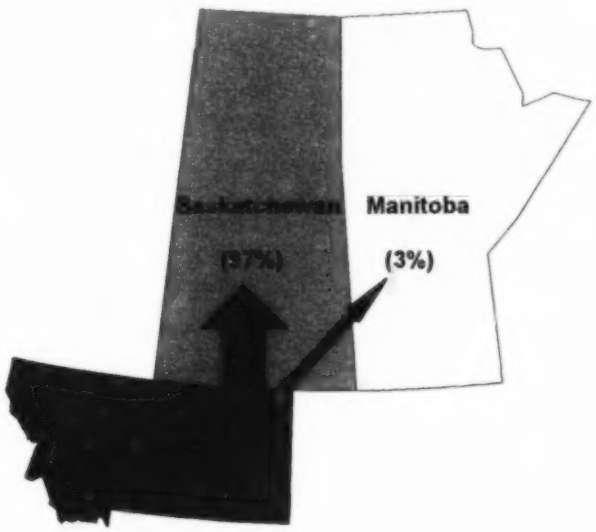
Figure 13 Top Ten Destinations of Southbound Traffic



4.5 Overall Reciprocal Trade and Traffic Patterns

Figure 14 below isolates Montana as the only point of origin and considers Canada as the collective destination. One hundred percent (100%) of commercial truck traffic from Montana via Regway/Raymond was en route to either Saskatchewan (97%) or Manitoba (3%).

Figure 14 Traffic Originating in Montana



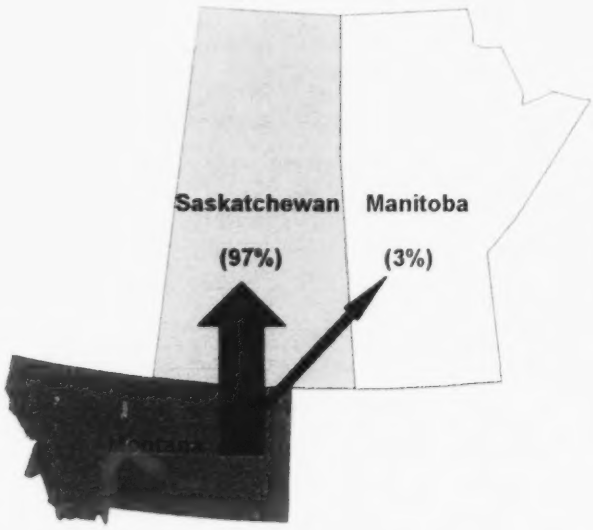
Considering the United States as a *collective point of origin* and Saskatchewan as the *only* destination fifty-six percent (56%) of trucks came from Montana; twenty-three percent (23%) came from North Dakota while seven percent (7%) came from South Dakota. The above three states comprise eighty-six percent (86%) of all United States traffic/commodities destined to Saskatchewan as illustrated in **Figure 15** below.

Figure 15 Total United States Traffic Destined to Saskatchewan

4.5 Overall Reciprocal Trade and Traffic Patterns

Figure 14 below isolates Montana as the only point of origin and considers Canada as the collective destination. One hundred percent (100%) of commercial truck traffic from Montana via Regway/Raymond was en route to either Saskatchewan (97%) or Manitoba (3%).

Figure 14 Traffic Originating in Montana



Considering the United States as a *collective point of origin* and Saskatchewan as the *only* destination fifty-six percent (56%) of trucks came from Montana; twenty-three percent (23%) came from North Dakota while seven percent (7%) came from South Dakota. The above three states comprise eighty-six percent (86%) of all United States traffic/commodities destined to Saskatchewan as illustrated in **Figure 15** below.

Figure 15 Total United States Traffic Destined to Saskatchewan

Overall trade and traffic patterns between Saskatchewan (*origin*) and the United States/Montana (*destination*) are illustrated in **Figure 16** below. The following were the top five U.S. destinations: Montana (49%), North Dakota (24%), Arizona (6%), and South Dakota & Idaho (5%). These five states comprise eighty-nine percent (89%) of all Saskatchewan traffic/commodities destined to the United States.

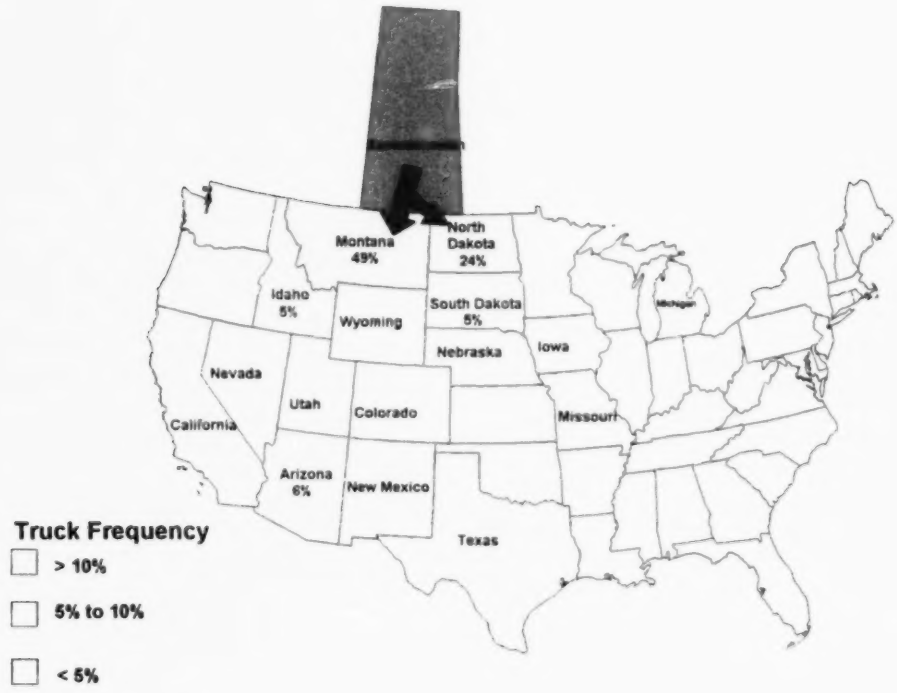
Given the percentages discussed above, the Regway/Raymond trade corridor is clearly an important reciprocal link for both Saskatchewan and Montana.

Figure 16 Total Saskatchewan Traffic Destined to the United States

Overall trade and traffic patterns between Saskatchewan (*origin*) and the United States/Montana (*destination*) are illustrated in **Figure 16** below. The following were the top five U.S. destinations: Montana (49%), North Dakota (24%), Arizona (6%), and South Dakota & Idaho (5%). These five states comprise eighty-nine percent (89%) of all Saskatchewan traffic/commodities destined to the United States.

Given the percentages discussed above, the Regway/Raymond trade corridor is clearly an important reciprocal link for both Saskatchewan and Montana.

Figure 16 Total Saskatchewan Traffic Destined to the United States



4.6 Principal Routes

Because highway 6 in Saskatchewan and State 16 in Montana converge at Regway/Raymond, all (100%) surveyed trucks used at least one section of these two arterial routes (on both sides of the border). **Figure 17 on page 19-1** illustrates truck frequencies on the principal arterial routes in both Saskatchewan and Montana - based on the total sample size (378).

Saskatchewan highway sections with the greatest truck frequencies are listed below (*refer to Figure 17*):

- Highway 6 — Regway to Regina
- Highway 39 — Corinne to Moose Jaw
- Trans-Canada (#1) — Regina to Moose Jaw
- Highway 11 — Regina to Saskatoon

Likewise, the following is a list of *Montana* highway sections with the greatest truck frequencies (*refer to Figure 17*):

- State 16 — Regway/Raymond to Glendive
- Interstate 94 — Glendive to Billings
- State 5 — Plentywood to Scobey
- State 59 — Miles City to Wyoming
- U.S. Route 2 — Culbertson to North Dakota, Culbertson to Malta

As seen in Figure 17, both Saskatchewan and Montana have clearly defined junctions of convergence and divergence. In Saskatchewan, most *northbound* truck traffic leaving Regway *diverges* at Corrine, Regina, Moose Jaw, and Saskatoon; most *southbound* truck traffic en route to Regway *converges* at these same locations. In Montana, most *northbound* truck traffic en route to Regway *converges* at Culbertson, Sidney, Miles City, Glendive, and Plentywood; it *diverges* at these same locations when leaving Regway in the southbound direction.

Figure 18 on page 19-2 illustrates the principal arterial routes used by trucks originating in Montana en route to Saskatchewan destinations. A list of the top three highways with the greatest truck frequencies is contained within this figure. The following were the top three destination cities/towns: Belle Plaine (34%), Regina (32%), and Swift Current (4%). As discussed in Section 4.3.2, most trucks (89%) from Montana to Saskatchewan were empty.

Likewise, **Figure 19 on page 19-3** illustrates the principal arterial routes used by trucks originating in Saskatchewan en route to Montana. Sidney (19%), Billings (15%), and Plentywood (11%) comprise the top three destination cities/town

Figure 17 Principal Arterial Routes - Saskatchewan and Montana

Total Traffic - (N = 356)

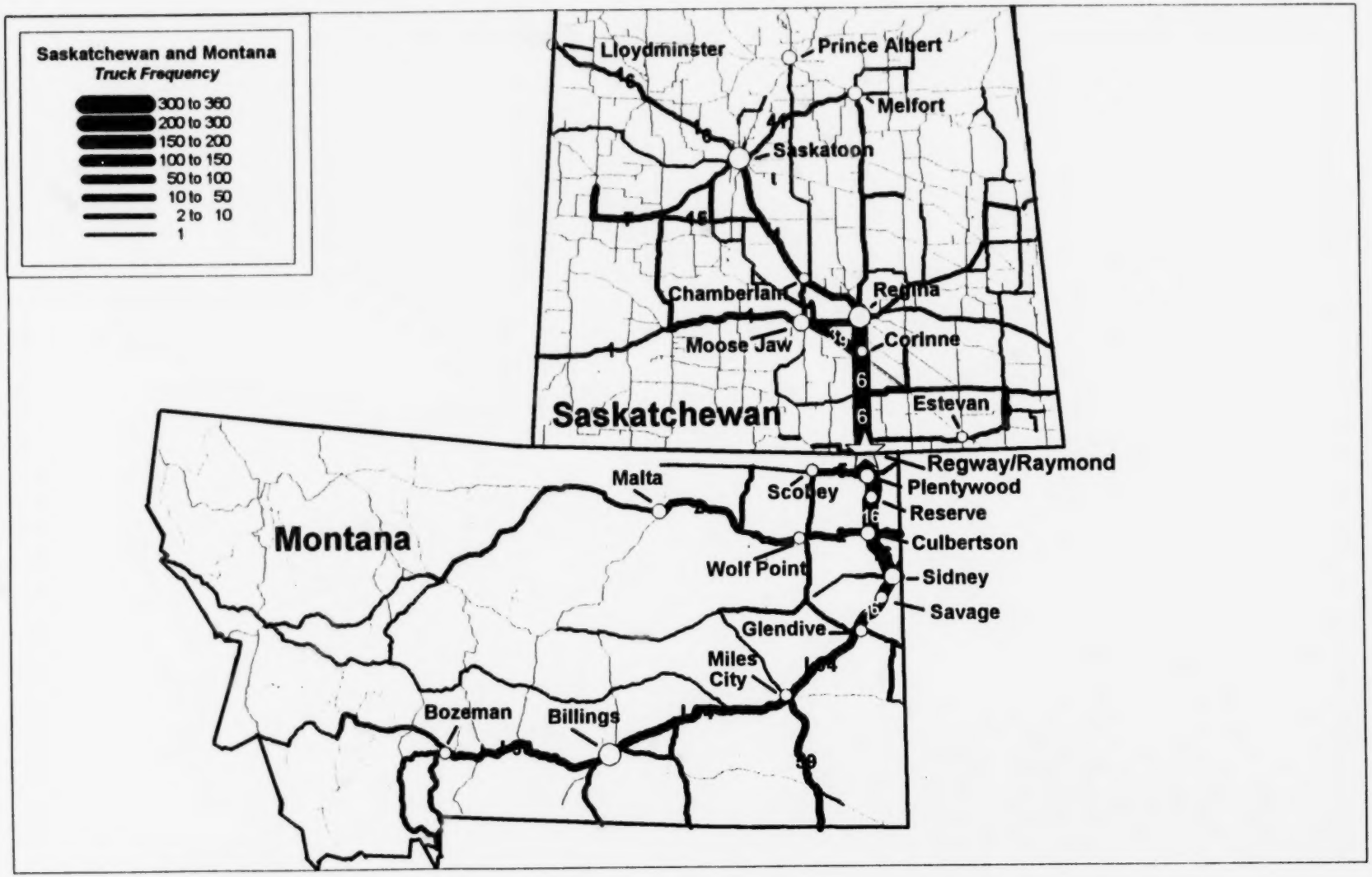


Figure 18 Principal Arterial Routes - Montana Traffic Destined to Saskatchewan (N=85)

(Including the Top Three Saskatchewan Destinations)

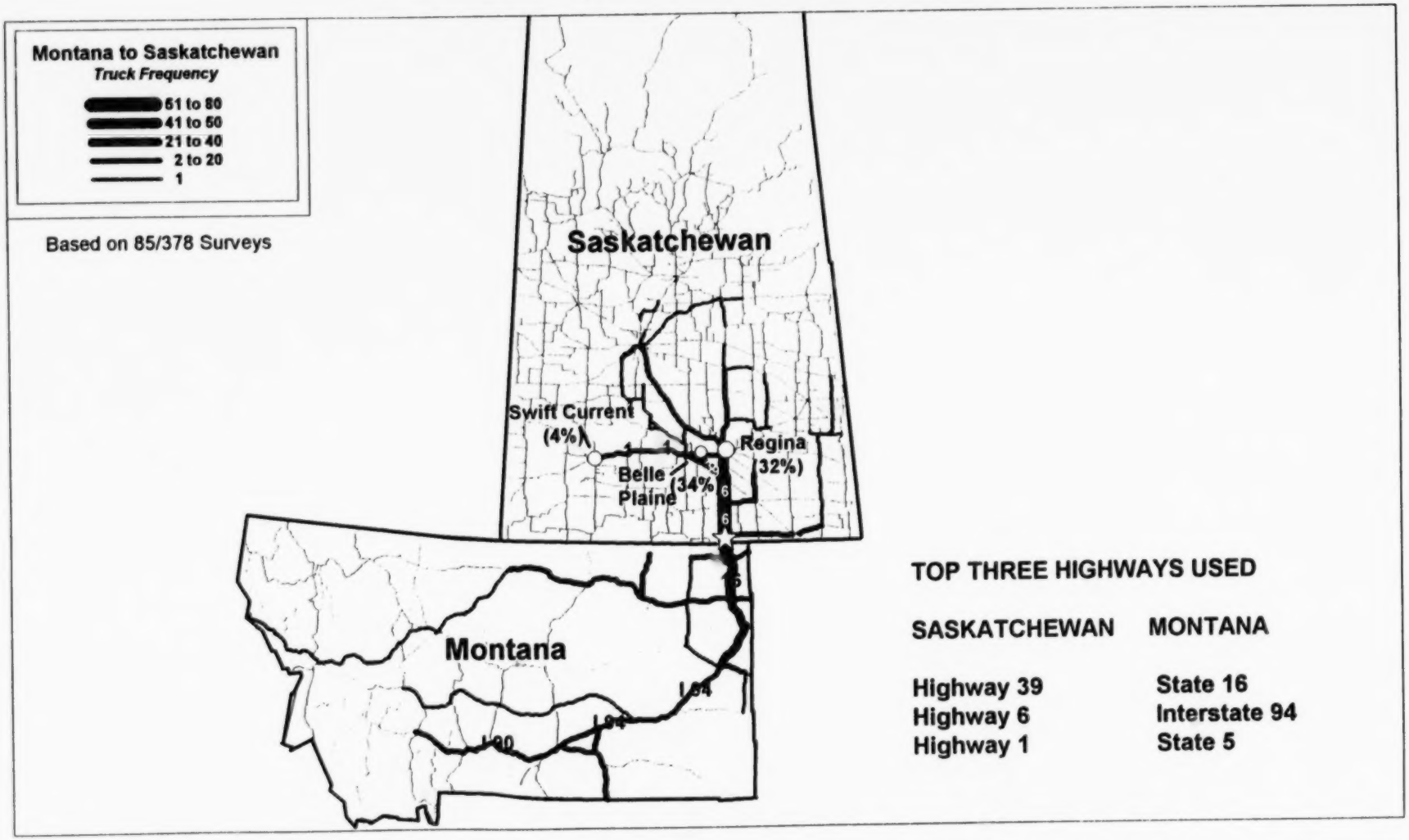
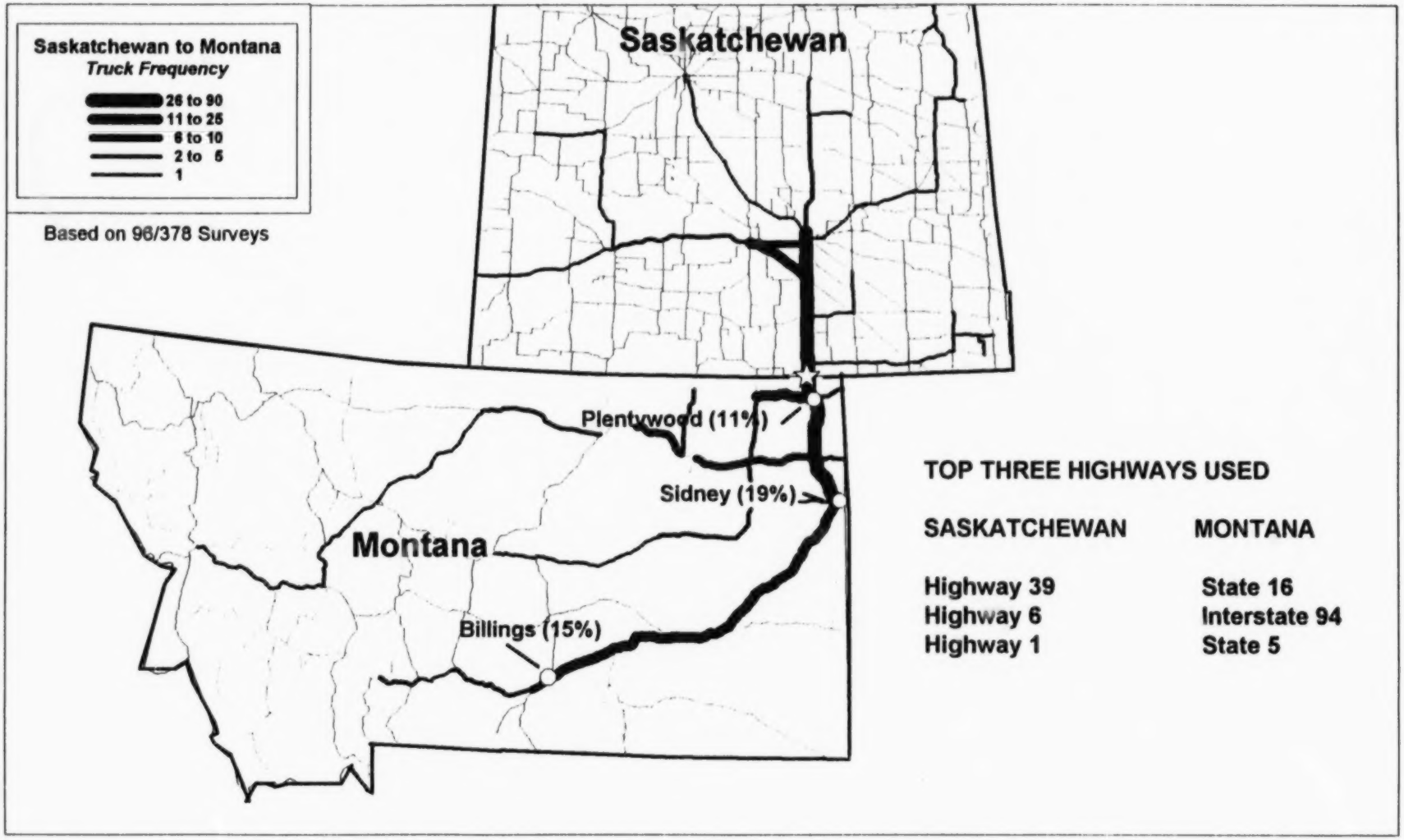


Figure 19 Principal Arterial Routes - Saskatchewan Traffic Destined to Montana (N=96)

(Including the Top Three Montana Destinations)



4.7 Canada and United States Customs Information

The final two questions on the origin/destination survey form pertain to border crossing times and delays. Based on the total sample size (378), the average time to pass through Regway/Raymond was five (5) minutes. Most truck drivers expressed satisfaction with Customs personnel in both Canada and the United States and seldom reported delays. Truck operators attributed the most significant delays to Broker errors. Traffic congestion and Customs inspections were the other main reasons for delays; the duration of these types of delays was highly variable but seldom longer than forty-five (45) minutes.

5.0 CONCLUSIONS

For the 1998/January 1999 surveys at Regway/Raymond, southbound trucks (216 or 57%) slightly outnumbered northbound trucks (162 or 43%) – a ratio of 1.3 (southbound versus northbound). Based on the total sample size (378) and irrespective of traffic direction, these trucks had the following characteristics:

- Most were 5- and 6-axle semi trailer units, combining for a total of 48% of all trucks surveyed (37% and 11%, respectively)
- Most were registered in Montana (31%), North Dakota (23%), Saskatchewan (19%), and Alberta (10%) – or collectively, 83%
- An average GVW of 80,000 lb (based on truck operators' estimations)

Overall and irrespective of any particular destination, 89% of southbound trucks were loaded. Conversely, only 27% of northbound trucks were loaded. This relatively small percentage reflects the fact that most northbound trucks were en route for back hauling purposes.

The *overall* percentages for loaded trucks in each direction indicate that reciprocated trade via Regway/Raymond is relatively uneven. The primary commodities originating in Montana/United States and destined to Saskatchewan/Canada were oil & gas extracts, manufactured chemicals, manufactured machinery, and miscellaneous goods. The primary Saskatchewan/Canadian commodities destined to Montana/United States were petroleum products (gasoline and diesel), manufactured chemicals (mostly urea and other fertilizers from Belle Plaine), and oil and gas extracts (propane and crude oil).

Most *northbound* trucks via Regway/Raymond originate in Montana or North Dakota and are usually destined for Saskatchewan. In like manner, most *southbound* trucks originate Saskatchewan and are usually destined for Montana or North Dakota.

With respect to truck traffic between Montana and Saskatchewan via Regway/Raymond, ninety-seven percent (97%) of trucks originating in Montana (N=85) were destined to Saskatchewan compared to forty-nine percent (49%) of trucks from Saskatchewan (N=96) that were destined to Montana.

Considering the United States as a collective point of origin and Saskatchewan as the destination fifty-six percent (56%) of trucks via Regway/Raymond came from Montana.

Commercial truck traffic in Saskatchewan via Regway frequents the following highways the most: #6, #39, Trans-Canada (#1), and #11. State highways 16, 5, & 59, Interstate 94, and U.S. Route 2 are Montana's principal routes.

APPENDIX A

Origin/Destination Survey Form

ORIGIN-DESTINATION SURVEY
SASKATCHEWAN/MONTANA BORDER

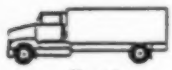
Date: ___/___/___ (DD MM YY) Time: _____ Location: **Regway/Raymond**

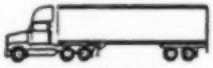
This form was filled out by : Saskatchewan Montana Driver

1. Traffic Direction: ☐ NB ☐ SB

PART I VEHICLE and COMMODITY INFORMATION

2. Vehicle Configuration: **# of Axles** _____

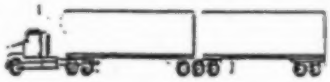

Truck


Semi Trailer

Semi Trailer & Single Axle Pup

Semi Trailer & Trailer

Flat Bed


B Train

Semi Trailer & 2 Single Axle Pups

3. Where is the vehicle registered? Province/State Other _____

4. ☐ Empty ☐ Loaded 5. Gross Vehicle Weight: _____ kilograms lbs.

6. Commodity vehicle is carrying? _____ code

PART II TRAVEL INFORMATION

7. Principal Origin: City | Province/State

8. Principal Destination: City | Province/State

9. Route from Origin to Destination: **(please outline on attached maps)**

10. Will you back haul along the same route? **Yes** **No**

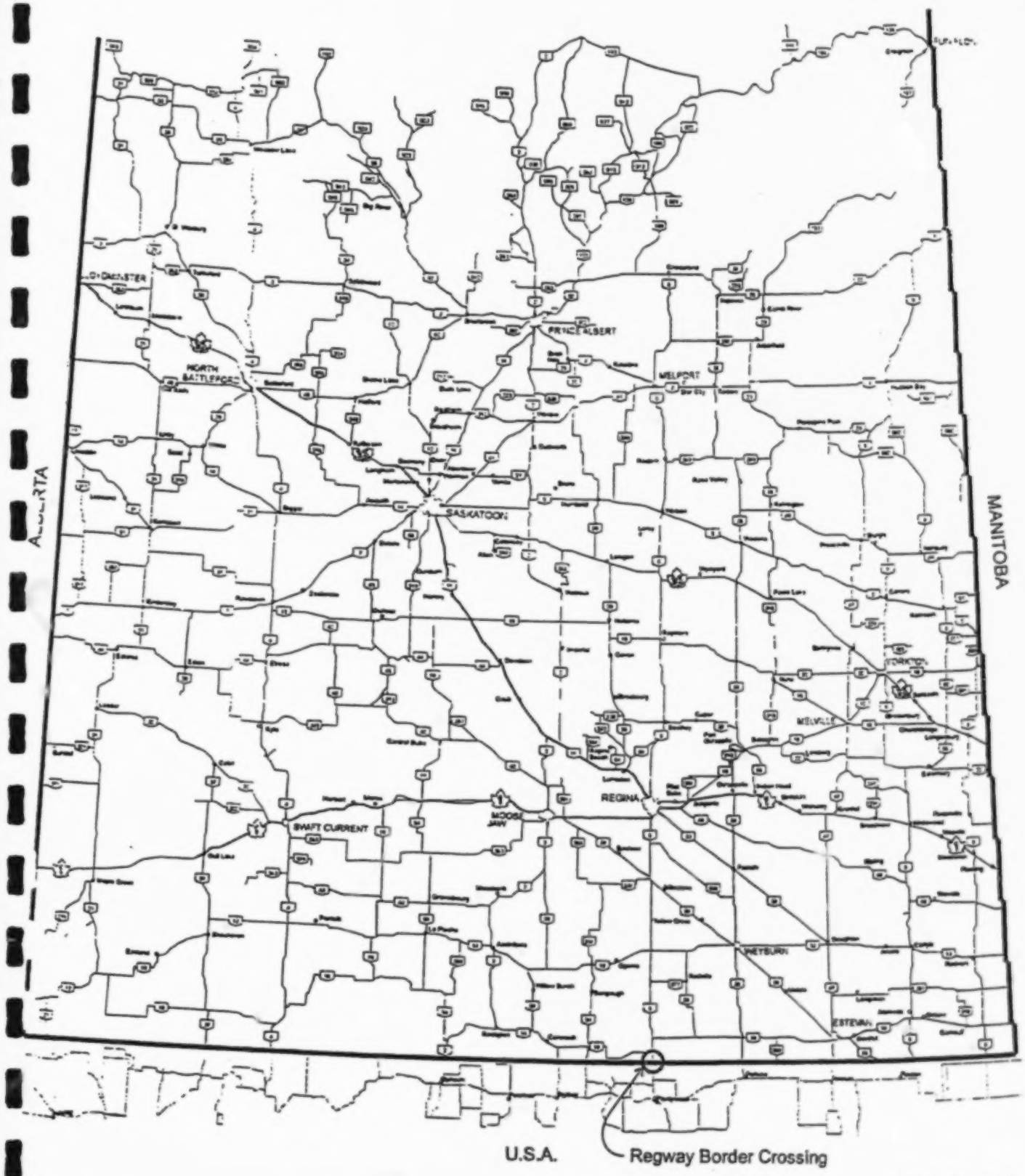
If yes, what is the commodity? _____ code

11. Why did you choose these highways?

_____

Saskatchewan
Highways and
Transportation

Border Crossing and Routing Study



RandMcn cdr 97/10/14

APPENDIX B

Commodity Classification Structure

North American Industry Classification Systeme (NAICS) for Coding Commodities

Sector_Code	Sector_Name	Subsector_Cod	Subsector_Name
10	Other Services (except Public Administration)	101	Unclassifiable
11	Agriculture, Forestry, Fishing and Hunting	111	Crop Production
11		112	Animal Production
11		113	Forestry and Logging
11		114	Fishing, Hunting and Trapping
11		115	Support Activities for Agriculture and Forestry
21	Mining	211	Oil and Gas Extraction
21		212	Mining (except Oil and Gas)
21		213	Support Activities for Mining
22	Utilities	221	Utilities
23	Construction	233	Building, Developing, and General Contracting
23		234	Heavy Construction
23		235	Special Trade Contractors
31	Manufacturing	311	Food Manufacturing
31		312	Beverage and Tobacco Product Manufacturing
31		313	Textile Mills
31		314	Textile Product Mills
31		315	Apparel Manufacturing
31		316	Leather and Allied Product Manufacturing
32		321	Wood Product Manufacturing
32		322	Paper Manufacturing
32		323	Printing and Related Support Activities
32		324	Petroleum and Coal Products Manufacturing
32		325	Chemical Manufacturing
32		326	Plastics and Rubber Products Manufacturing
32		327	Nonmetallic Mineral Product Manufacturing
33		331	Primary Metal Manufacturing
33		332	Fabricated Metal Product Manufacturing
33		333	Machinery Manufacturing
33		334	Computer and Electronic Product Manufacturing
33		335	Electrical Equipment, Appliance, and Component Manufacturing
33		336	Transportation Equipment Manufacturing
33		337	Furniture and Related Product Manufacturing
33		339	Miscellaneous Manufacturing
42	Wholesale Trade	421	Wholesale Trade, Durable Goods
42		422	Wholesale Trade, Nondurable Goods
44	Retail Trade	441	Motor Vehicle and Parts Dealers
44		442	Furniture and Home Furnishings Stores
44		443	Electronics and Appliance Stores
44		444	Building Material and Garden Equipment and Supplies Dealers
44		445	Food and Beverage Stores
44		446	Health and Personal Care Stores
44		447	Gasoline Stations
44		448	Clothing and Clothing Accessories Stores
45		451	Sporting Goods, Hobby, Book, and Music Stores
45		452	General Merchandise Stores
45		453	Miscellaneous Store Retailers
45		454	Nonstore Retailers
48	Transportation and Warehousing	481	Air Transportation
48		482	Rail Transportation
48		483	Water Transportation
48		484	Truck Transportation
48		485	Transit and Ground Passenger Transportation
48		486	Pipeline Transportation
48		487	Scenic and Sightseeing Transportation
48		488	Support Activities for Transportation
49		491	Postal Service
49		492	Couriers and Messengers
49		493	Warehousing and Storage
51	Information	511	Publishing Industries
51		512	Motion Picture and Sound Recording Industries
51		513	Broadcasting and Telecommunications
51		514	Information Services and Data Processing Services

52	Finance and Insu. ance	521	Monetary Authorities - Central Bank
52		522	Credit Intermediation and Related Activities
52		523	Securities, Commodity Contracts, and Other Financial Inve
52		524	Insurance Carriers and Related Activities
52		525	Funds, Trusts, and Other Financial Vehicles
53	Real Estate and Rental and Leasing	531	Real Estate
53		532	Rental and Leasing Services
53		533	Lessors of Nonfinancial Intangible Assets (except Copyrig
54	Professional, Scientific, and Technical Services	541	Professional, Scientific, and Technical Services
55	Management of Companies and Enterprises	551	Management of Companies and Enterprises
56	Administrative and Support and Waste Management :	561	Administrative and Support Services
56		562	Waste Management and Remediation Services
61	Education Services	611	Educational Services
62	Health Care and Social Assistance	621	Ambulatory Health Care Services
62		622	Hospitals
62		623	Nursing and Residential Care Facilities
62		624	Social Assistance
71	Arts, Entertainment, and Recreation	711	Performing Arts, Spectator Sports, and Related Industries
71		712	Museums, Historical Sites, and Similar Institutions
71		713	Amusement, Gambling, and Recreation Industries
72	Accommodation and Food Services	721	Accommodation
72		722	Food Services and Drinking Places
81	Other Services (except Public Administration)	811	Repair and Maintenance
81		812	Personal and Laundry Services
81		813	Religious, Grantmaking, Civic, Professional, and Similar
81		814	Private Households
92	Public Administration	921	Executive, Legislative, and Other General Government Supp
92		922	Justice, Public Order, and Safety Activities
92		923	Administration of Human Resource Programs
92		924	Administration of Environmental Quality Programs
92		925	Administration of Housing Programs, Urban Planning, and C
92		926	Administration of Economic Programs
92		927	Space Research and Technology
92		928	National Security and International Affairs